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which leaves the University victorious by 12 points to nil, and me with my eyes opened.

I think I have fairly established my proposition that football, especially Rugby football, may fairly claim to be called the 'Manly Game' by anyone who wishes to indulge his bad taste in that direction. One must be strong as a bull, tough as whipcord, active as a kitten, braver than several lions, unless the beasts have been maligned, and, in fact, possess many qualities I lack. Moreover the game is essentially unfeminine.

I am no decrier of the athletic English girl. She need not be eleven stone-two, and five foot ten in her dancing shoes, but strong and healthy she should be. Let her follow all suitable sports, even cricket; but ladies' cricket is, after all, only a skittle. Still she can fence—very closely; cast her flies as lightly as anyone; to say nothing of golfing, hunting, playing hockey, tennis, &c., &c. But football she should leave severely alone. Association is grotesque, ungraceful, unattractive, and—unfeminine. What would Rugby be?

Of course I am only speaking of English football. On the other side of the Atlantic, the game seems to verge on the brutal. Over here it is considered sufficient to attend to the man with the ball, and at most to hinder anyone who is obviously becoming dangerous. But in the States, if you happen to think that a man may at any time become dangerous, or merely your *cowboy* *les autres*, you may, and do, jump at him, fling him down, pound him, and halt wring his neck. If the same idea occurs to two or three men simultaneously, the centre of their attention has rather a poor time of it.

They manage things differently in France. I am especially loth to say anything against anything approaching daylight, mainly sport, on the part of our neighbours; but their ideas of football differ from ours. Our players, as a rule, keep all their breath for the game, but the only visiting team I ever saw—well, they chattered and laughed, and yelled the whole time, till half our men and all the spectators were speechless with laughter. However, there's more power to them. It's the best sign we've seen on that side of the Channel for a long time.

Talking of speechlessness, did anyone see the last Oxford and Cambridge Rugby match? Oxford lost one man early, and the Cambridge pack were showing the Dark Blues about half twenty minutes from the end of the game. Cambridge were a great hand to go to nil (6 points); and then, all of a sudden, the Oxford pack, who had been brilliant bit of passing, and a number before line Walter, and so on, and so on, the second goal was kicked, and Oxford won by 10 points to 0.

Heavens! What a shindy there was! I was deaf for the rest of the day, and hoarse for a week. It was the grandest match I have ever seen, as I declared in inaudible shouts on my way home. I am not good at lip reading, but I fancy my companion was doing the same.

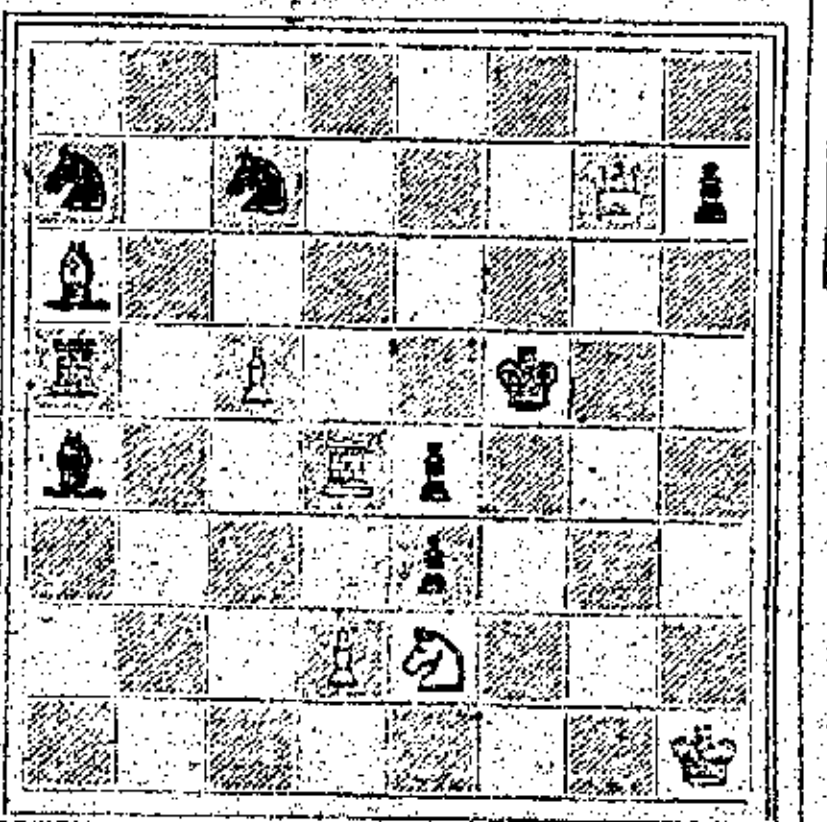
CHESS COLUMN.

CONDUCTED BY BLACK BISHOP.
25 Communications should be addressed to Chess, China Mail Office.

Original Problems should be accompanied by Solution and Address.

The Hongkong Chess Club meets every Monday, Wednesday and Thursday, from four till half-past seven p.m., at the Public Library, 18, Bank Buildings.

Problem No. 37.
Black 15 Pieces.



White 17 Pieces.

White to play and mate in three moves.

Solution to Problem No. 36 by A. Reggio—

1. R—B4 ch. P—B3 x R

2. B—B4 ch. K x B

3. K—Q3 mate.

1. R—B4 ch. K x B

2. B—B4 ch. K x B

3. K—Q3 mate.

1. R—B4 ch. K x B

2. B—B4 ch. K x B

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1. R—B4 ch. K x B

2. B—B4 ch. K x B

3. K—Q3 mate.

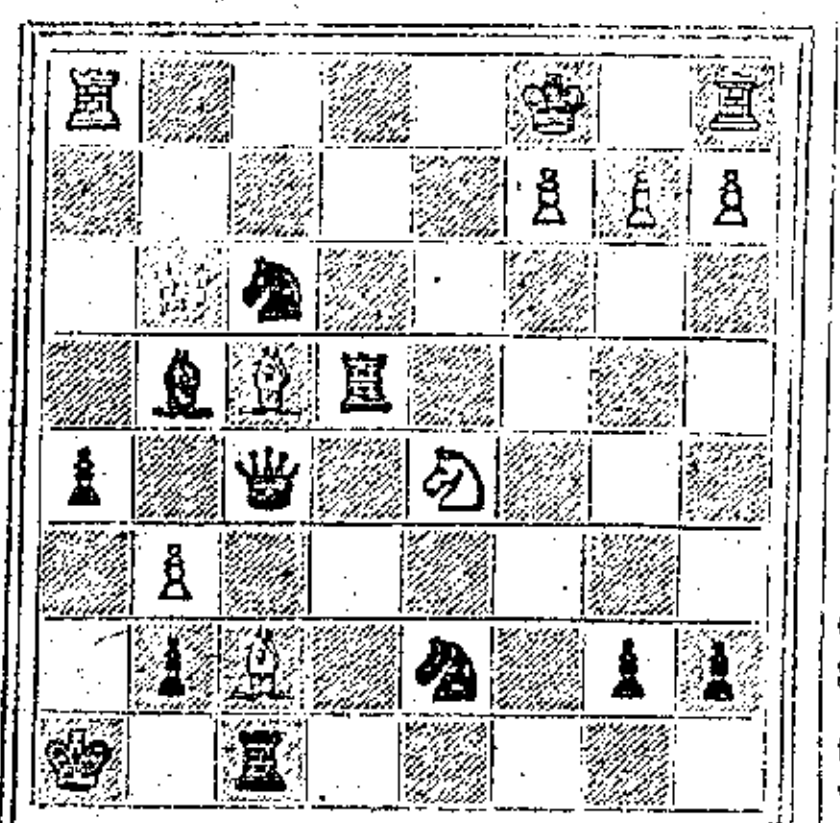
1. R—B4 ch. K x B

2. B—B4 ch. K x B

3. K—Q3 mate.

In the match recently contested at Cambridge between 15 ladies and 15 members of the University, Mrs Bowles was paired at the top board with Mr J. L. Wright, the senior wrangler of last year, the gentleman having the White men. The position occurred which is shown on the accompanying diagram, it being the lady's turn to move:—

White (Mr Wright)



Black (Mrs Bowles)

Mrs Bowles won as follows:—

1. R—B4 ch. P—B3

2. Kt—Q6 ch. R x Kt

3. K—K8 ch. K x R

4. R—K8 ch. K x R

5. Q—Q6 ch. K—B3

6. Q—B8 ch. K—B2

7. B—B4 ch. K—K3

8. B—B4 ch. Kt—Kt4

9. Q—Q4 ch. P x Kt

10. Kt—Q4 ch. P x Kt

11. B—B7 ch. K—R3

12. Q—R5 mate.

To the following game, played in the second tourney of the Baltic Chess Association, the second brilliancy prize was awarded. The score and notes are from *Les Strateges*, which cites from the *Revue Tyches*:—

TWO KNIGHTS' DEFENCE.

White, M. S. Luria.

1. P—K4. P—K4.

2. Kt—K3. Kt—Q3.

3. B—B4. K—B3.

4. P—Q4. P x P.

5. Castles. Kt x Kt.

6. R—K5. P—Q4.

7. B—Q3. Q x B.

8. Kt—Q3. B—K2.

9. R x Kt ch. P—K2.

10. Kt—Q Kt5 (a). P—K B4 (b).

11. R—K2. P—Q3.

12. Kt (B3) x Q P. Kt x Kt.

13. Q x Kt. P—Q2.

14. B x P. P—Q2.

15. B—K B4. P—Q B1.

16. Kt—Q B3. R—K B3.

17. B—K5 (c). R—K5.

18. Q—K5. B—K5.

19. B—B3. P x B (d).

20. P—Q B3. B—Q4.

21. R x R. R x R.

22. R x R. R x R.

23. Kt—Q2. P—Q Kt4.

24. P—K B3. P—Q B5.

25. K—B2 (e). P—B6.

26. Kt—K B3. P—K B3.

27. P—K Kt3. P—Q R4.

28. P x P (f). R x Kt P.

29. Kt—K3 (g). P x R P.

30. K—K2. K—Q2.

31. K—Q5. P—Q Kt3.

32. R—B5. P—Q R5.

33. Kt—Q5. K—K3.

34. P—K R4. K—B4.

35. P—K R5. K x P.

36. Kt—K R2. K x P.

37. Kt—Q5. P—K R3.

And Mrs. Rosenthal resigned.

(a) The *Handbook* recommends 10 Kt takes P. It seems preferable to the move made.

(b) If 10... P to Q6, then 11 B to K B4.

(c) There is more of safety in 17 Kt to K5 ch; but M. Rosenthal was playing to win.

(d) With an excellent position. The double P which restrains the movements of the Knight, are very strong.

(e) 25 P takes P would make sure of the draw; the move actually played gives Black good attacking chances.

(f) If M. Rosenthal had suspected the malicious desire of his opponent, he would have played 28 K to K2.

(g) If 29 R P takes R, then 29... P to Q R5; and Black would win easily.

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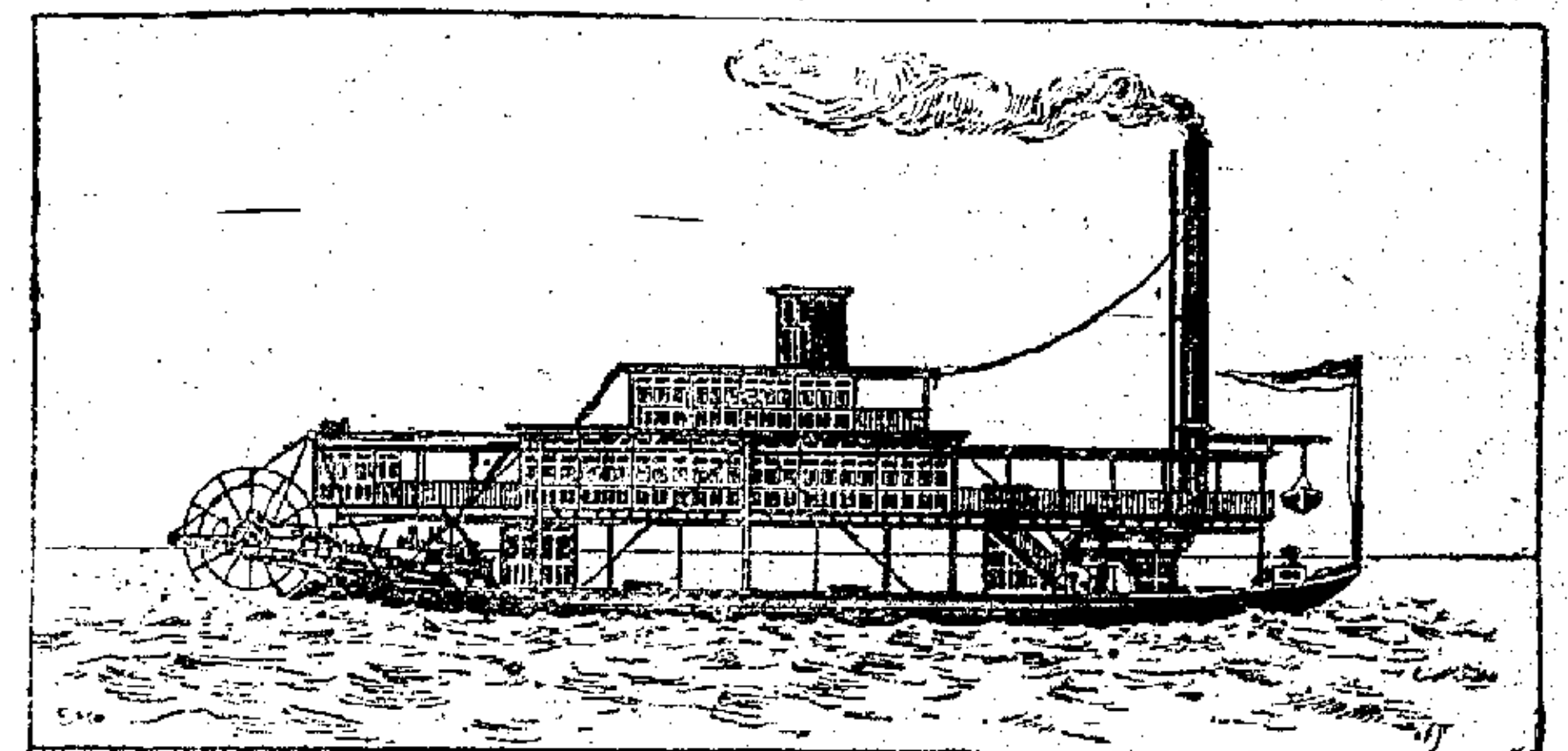
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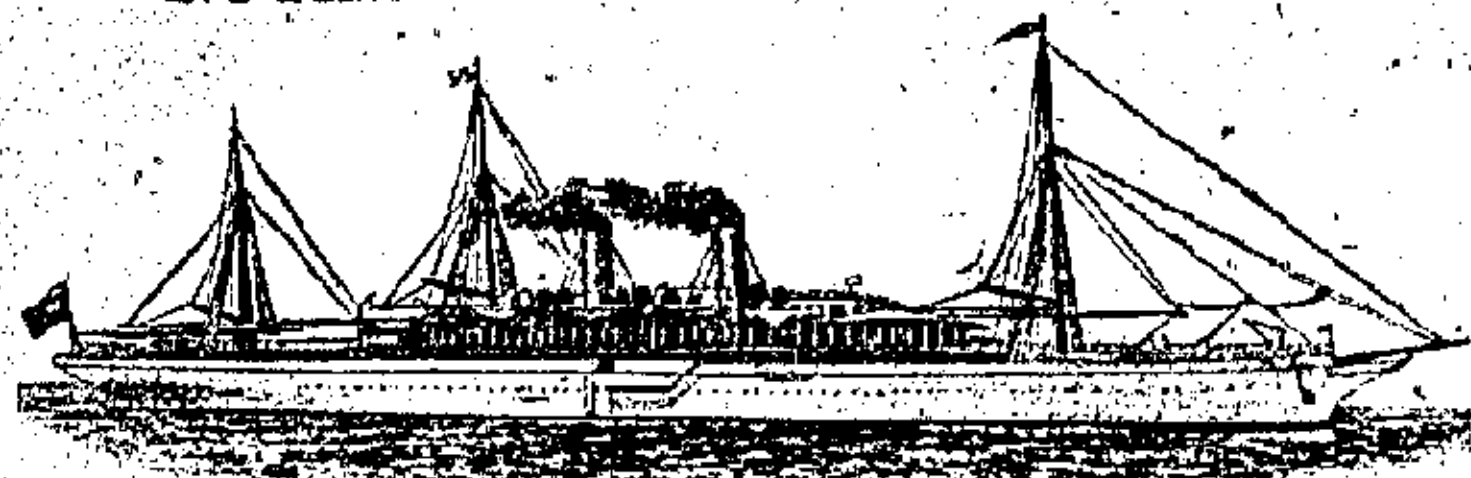
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*TARTAR 4425 Tons...Comdr. E. BETHAM, R.N.R. Wednesday, 6th Nov., 1901
EMPEROR OF INDIA...Comdr. O. P. MARSHALL, R.N.R. Wednesday, 20th Nov., 1901
*APRIL 7...Comdr. H. MOSATT, R.N.R. Wednesday, 4th Dec., 1901
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BAYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January.
PREUSSIN	WEDNESDAY, 5th February.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 19th February.
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PORT DARWIN, THURSDAY	CHANGSHA	12th November.
1 ISLAND, COOKEOWN	CHANGSHA	12th November.
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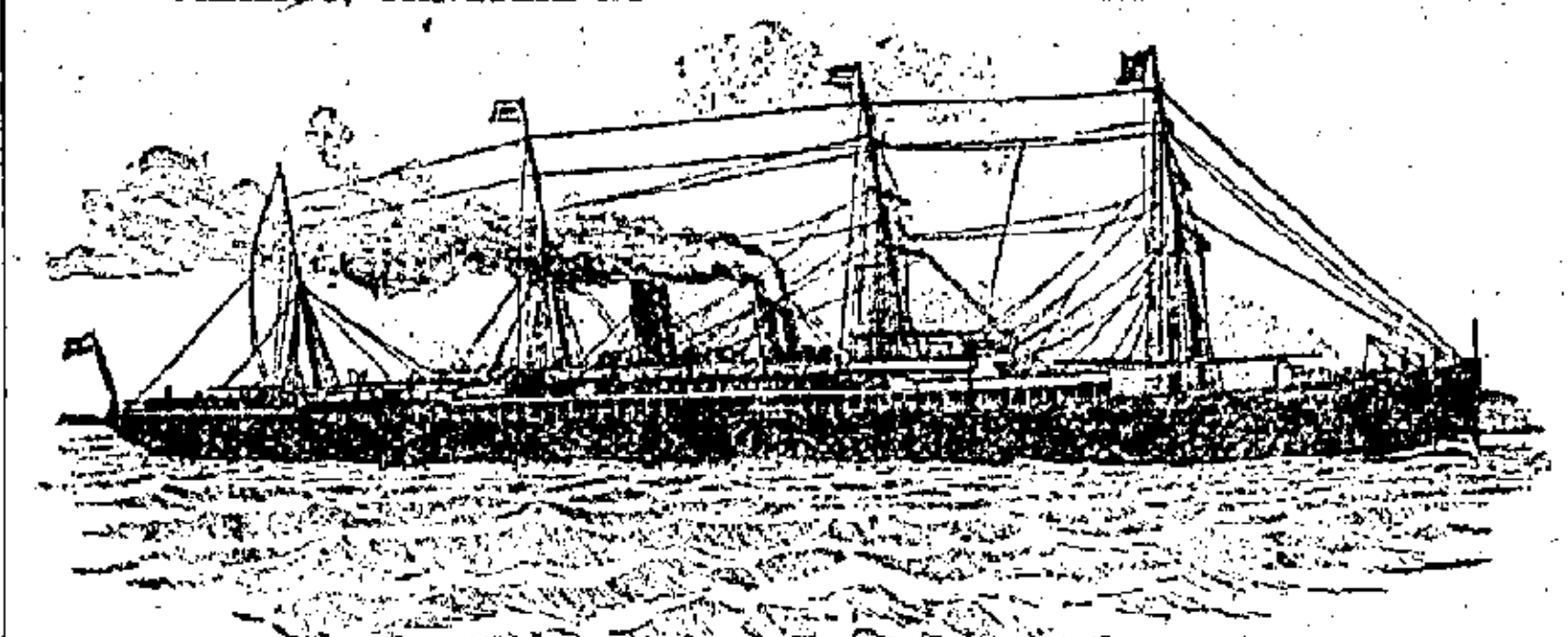
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Hongkong, October 9, 1901. GEO. ECKLEY, Acting Agent. 980

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GLASGOW AND LIVERPOOL	ACHILLES	15th November.
GLASGOW AND LIVERPOOL	ION	21st November.

FOR	STEAMERS	TO SAIL
LONDON	CALHOUN	29th October.
LONDON	NESBOR	12th November.
LIVERPOOL DIRECT	DABANUS	15th November.
(Taking Cargo at London Rates)	MACHON	25th November.
LONDON	ACHILLES	10th December.
LIVERPOOL DIRECT	ION	15th December.
(Taking Cargo at London Rates)		

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Hongkong, October 19, 1901.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations.	Sailing Dates.
TOSA MARU, S. J. G. PARSONS	NAGASAKI	THURSDAY, 24th Oct., at Noon.
YAWATA MARU, A. F. MOSES	SYDNEY & MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	FRIDAY, 25th Oct., at 4 p.m.
HITACHI MARU, G. ANDERSON	KOBE & YOKOHAMA.	FRIDAY, 25th Oct., at Daylight.
KAOSHIMA MARU, G. ANDERSON	BOMBAY, Via SINGAPORE and COLOMBO.	FRIDAY, 25th Oct., at Noon.
AWA MARU, N. TRENT	LONDON and ANTWERP, Via MARSEILLES, SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 1st Nov., at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Charter Road.

A. S. Mihara, Manager.

Hongkong, October 19, 1901.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named—

FOR	STEAMSHIP	CAPTAIN	DATE.
YOKOHAMA, via SHANGHAI & KOBE, Japan	.....	C. C. TALBOT, R.N.R.	Noon, 21st Oct.
SHANGHAI	.....<i>Parranatta</i>	R. T. COOK, R.N.R.	About 26th Oct.
LONDON &c.	.....<i>Bengal</i>	A. L. VALENTINI, R.N.R.	Noon, 26th Oct.
SHANGHAI	.....<i>Macangot</i>	G. W. COCKMAN, R.N.R.	About 30th Oct.

PASSENGER SEASON 1902.

MARSEILLES, PLYMOUTH AND LONDON, etc. 5284 Tons, 20th March.
DON Direct without Transshipment. Mails, etc. 6084, 12th April.
* See Special Advertisement.
† For Freight only.

For Freight or Passage, and further Particulars, apply to
H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 19, 1901.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOOW.

HAICHING.

THE Company's Steamship

Captain Davis, will be despatched for the above Ports, on TUESDAY, the 22nd Inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIE & Co., General Managers.

Hongkong, October 19, 1901.

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EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Tientsin, Port Darwin and Queensland Ports, and leaving through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

AUSTRALIAN.

Captain Hume, will be despatched for the above Ports on THURSDAY, the 24th Inst., at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, October 4, 1901.

2044

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, Nov. 5, at Noon.

America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, Nov. 28, at Noon.

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, Dec. 21, at Noon.

THE Twin-Screw S. S. NIPPON

MAJU will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 5th November, at Noon, 1901, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States & Canada.

Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sailed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Buildings.

GEORGE ECKLEY, Acting Agent.

Hongkong, October 14, 1901.

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SHEWAN TOMES & Co.'s NEW YORK LINE.

FOR NEW YORK.

THE Steamship

ADANA, Capt. A. S. Mihara, will be despatched for the above Port on 19th November.

For Freight, apply to

SHEWAN TOMES &

